

Remember When

Remember when the Avro Arrow was the talk of the town?

From the first Arrow flight on March 25, 1958 until the cancellation of the Arrow Programme on Black Friday, February 20, 1959, Brampton residents had a front row seat to one of Canada's most significant achievements of this century as the graceful Arrow soared above us during its test flights. The cancellation affected the lives and livelihood of 25,000 Peel residents and Canada's lead in the space industry.

In May, Claude Sherwood presented an informative talk on the CF-105 Arrow and its full-size Replica nearing completion at the Toronto Aerospace Museum, an excerpt is in this issue.

Remember when "Nothin' says lovin' like somethin' from the oven" once referred to home baking, not reheated pizza from the microwave?

Goodies baked by our April speaker Dorothy Duncan complemented her presentation, 200 Years of Eating and Drinking in Ontario. Dorothy treats us to the first of her two-part series.

Remember when twice-daily mail delivery and postcards with penny stamps were standard?

Paul Willoughby recalls the days before email and fax in his Post Scripts From the Past. Paul's interest in postcards grew into an intriguing hobby then became a window on history.

Ah, those were the good old days, my friends - we thought they'd never end. At the BHS they don't.

In Buffy's Corner you can hitch a ride to Westervelts' Corners with Fred Kee, explore an eternal frontier with Albert Seaman, read about historical walks and open a few doors in Doors Open Brampton.

Buffy



The ever-active BHS, shown here obstructing traffic in Meadowvale Village during an excellent walking tour.

Buffy's Corner

The official newsletter of the Brampton Historical Society
Conserve, Educate and Celebrate Brampton's History
Buffy's Corners, the original name of Brampton, was the site of the respectable tavern owned by William Buffy, considered to be the father of Brampton. His pioneer spirit (pun intended) lives on in the name of our journal. History "buffs" are invited into The Corner to share their stories and comments.

Volume 4 Number 3.....September 2002

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Brampton Hysterical Society Joke-of-the-Month

A three-legged dog walked into a saloon in the Old West. He hobbled up to the bar and announced, "I'm looking for the man who shot my paw."

Buffy's Corner, published 4 times per year, is free to BHS members (see back page for membership details)

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All Aboard!

Dorothy Duncan
Carol Garrett
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Doug McLeod
Ron Raffin
Katherine Samson
Robert Saunders
Claude Sherwood
Carolyn Tout
Louis Wagg
James Shaver Woodsworth Homestead Foundation



THE PREZ SEZ

Peter Murphy

This article is being written from behind the walls of a prison. In itself, that is not so unusual for an Irishman. "The Ballad of Reading Gaol" by Oscar Wilde comes to mind but that is where the comparison ends. There is no food to be had, although water is available. While not in solitary confinement I am effectively alone to mind my own business without the intrusion of others. The general ambience of this institution greatly lends itself to writing a column of this nature as I am surrounded on all sides by antiquity. I am of course voluntarily holed up in the old Brampton Jail (sic), seeking refuge from the scorching heat and the oppressive humidity.

"Doors Open Brampton", scheduled for September 21-22, 2002, has moved up a gear as the consortium led by the BHS recently received good news from the Ontario Trillium Foundation. The BHS had applied for a grant to assist in the staging of this event and the Foundation has approved a grant of over \$12,000 to underwrite the costs of the marketing and promotional activities.

The Doors Open Brampton "Steering Committee" will require the assistance of volunteers at the various sites that will be open. Should you be interested in volunteering a few hours of your time on the 21st or 22nd then please call Sharon Wilcox at: 905-874-2664. Sharon is with the City of Brampton and was instrumental in facilitating our participating in the Doors Open Ontario, sponsored by the Ontario Heritage Foundation.

The BHS is proceeding apace with its involvement with the Brampton Sesquicentennial Committee. We are represented on the Education/Historical Reference Working Group. A project proposal has been submitted which has met with their approval and is tentatively called "The Great Brampton Sesqui Search".

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WALKING TOUR OF MEADOWVALE

Michael Avis, Vice President & Heritage Liaison

The recent June 15 Walking Tour of Meadowvale Village proved that the disciples of our heritage are a dedicated and hardy bunch! Braving weather that can only be kindly described as 'inclement' we were treated to a pleasant stroll through historic Meadowvale Village, (provincially designated in 1980, the first such area to be created). Our guides were Jimmy Holmes, the 'unofficial' Mayor of Meadowvale Village, along with 52-year resident and local historical authority Rosemary Wilson and her son Terry. Our guides talked enthusiastically about the early settlers, the Ball Hotel, the Apple Tree Inn, the Millworkers Double Houses, the Boat House and the remains of the 1844 grist mill and mill race that once dominated the village. Gooderham & Worts eventually owned the mill until 1880 and brisk business kept the mill running 24 hours a day.



Michael Avis with Rosemary Wilson and Jimmy Holmes.

Mr. Holmes spoke at length about burgeoning development at the village perimeter and the ongoing task of persuading developers of the importance of maintaining the tranquillity and visual integrity of this historic site. Monarch Homes, a large developer in the area has, for the most part, tried to address the concerns of those dedicated to maintaining the village as a living piece of Canadian history. Certainly having a historically important and beautiful site in the midst of their housing developments can do nothing but have a positive impact on their property values.

While some private houses have been lovingly rebuilt others are in the restoration process. A local village committee made up of residents and a representative of the Mississauga Planning Department works to make sure that the simple character and charm is maintained through *appropriate and historically accurate* additions and renovations. While visitors interested in Canadian history are always welcome to enjoy the village, there is a conscious effort to reject the 'tacky' tourism element faced by the town of Niagara-on-the-Lake.

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WHAT'S HAPPENING AT THE BHS?

April 18 - Dorothy Duncan Former Executive Director of the Ontario Historical Society entertained informatively with an overview of "200 Years of Eating and Drinking in Ontario".



Food for thought. Dorothy Duncan generously gave samples from her collection of historical recipes. Rowena Cooper returns the plates after attendees devoured the fine fare. Photo courtesy of Al Brooks.

May 16 - "The Avro Arrow Story" with Claude Sherwood, Project Director of Avro Arrow Replica. Claude Sherwood, P.Eng. (Ret.), a former Avro employee is now a volunteer at the Toronto Aerospace Museum. He talked about the CF-105 Arrow and its full-size replica nearing completion at the Museum.



Claude Sherwood of the Toronto Aerospace Museum soared with his talk on the Avro Arrow.

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June 15 - Walking Tour of Historic Meadowvale Village led by Jimmy Holmes, 'unofficial mayor' of Meadowvale. Meadowvale became Ontario's first heritage village in the late 1980's.



Jimmy Holmes with his marvellous Meadowvale umbrella.



Tailgate party courtesy of BHS Treasurer Gerry Clarkson

UP AND COMING EVENTS

September 14 - Walking Tour of Brampton Cemetery
Tour guide Paul Webster, Manager of Brampton Cemeteries escorts us through the Brampton Cemetery that dates back to 1863 - the resting place of many famous and not-so-famous past Brampton residents.

September 19 - Show and Tell (back by popular demand) with Brampton Historical Society presenters. You never know what you will see and hear. Come out and strut your stuff!

September 21 and 22 - Doors Open Brampton

October 17 - "150th Anniversary of the Brampton Fall Fair with BHS member Merle Middlebrook; bound to be a blue ribbon event.

November 21 - "From Cumberland To Ontario: Brampton's Early Settlers" with Rowena Cooper, Researcher. A BHS founding member talks about Brampton's founders.

The Avro Arrow Story

Claude Sherwood P.Eng. [Ret.]

The RCAF, in 1953, contracted A.V. Roe Canada Ltd. to undertake the design and production studies for a desired advanced supersonic interceptor, to replace the CF 100 Canuck, in squadron service. The initial RCAF specifications were for a twin jet, crew of two, missile carrying interceptor capable of operating at Mach 1.5 in altitudes to 50,000 ft.

The design of the Arrow resulted from a huge team effort of many young engineers, technicians and craftsmen. The selected configuration was a delta shaped high-wing aircraft that was a BIG airplane - with a wingspan = 50', length = 81', height = 21', and its gross Wt = 34 tons. The result of the Avro studies was an aircraft that became a technological success and a very significant Canadian aeronautical achievement.

An outstanding aspect in the design of the Arrow was its short duration - only 26 months; a 40% reduction in typical design-time for any supersonic aircraft.

The production of the ARROW was a rather risky, but successful, venture. The RCAF wanted their 'super interceptor' quickly, so it was decided to skip the usual 'hand-built' flying prototype aircraft and move from the design stage directly into production. Hence, all Arrows manufactured were production aircraft and the first CF-105 Mk I Arrow took only 28 months to produce. That was about 50 % less development time than was needed for most military aircraft anywhere in the world.

The flight performance of the Arrow was remarkable for the late '50s. The Mk I Arrows were powered by Pratt & Whitney J-75 jet engines, engines with 40% less thrust than the Orenda Iroquois jet engines being developed for the Arrow. All five Mk I Arrows met or exceeded all flight specifications set by the RCAF, with each exceeding Mach 1.0; and the RL-202 logged the maximum stabilized speed of Mach 1.98, in 1958! These production Arrows matched, or were faster than, many of the experimental aircraft in the world.

It's interesting to note that in the 66 flights, totalling 70.5 hours, by the five Mk I Arrows, its necessary flight-envelop tests were over 95% completed. Normally, it would take about 1000 flight-hours to achieve these tests for such aircraft. This was another example of Canadian ingenuity and success, by using novel electronic telemetering techniques.

The sixth Arrow, RL-206, the first Mk II model, in which the Orenda Iroquois jet engines would be installed, was completely assembled with one Iroquois engine installed and another ready, at the end of the production line. Had it flown, there is no question that many of the

world's aviation records would have been surpassed but that didn't happen and 'political will' prevailed.

The Arrow Program was cancelled and all Arrows were destroyed. Recently released government documents now reveal that the Arrow Program cancellation was decided by Cabinet in December, 1958. Annually, on the anniversary of 'Black Friday' - Feb. 20, 1959, the media usually gives us a reminder of what Canadians can achieve, and it raises anger, even today, for the political actions taken on the Arrow.

Let's fast-forward to 2002. A replica Avro CF 105 Arrow is being constructed.

The Toronto Aerospace Museum (TAM) is Toronto's newest museum, providing a long needed venue to research, restore and display the rich aviation heritage of the region. Incorporated in 1997, it is located in the historic early production facilities of the de Havilland Aircraft Co. Ltd. at the Downsview Airport. By the way - the TAM is 100% operated by volunteers.

One vision the founders of the Museum had was to build and display a full-scale Avro Arrow to allow all generations to appreciate the magnificence of this aircraft and its importance to our Canadian and regional aviation history.

Engineering of the replica Arrow was started in February 1998, as a non-flying, full-scale, museum quality display model. At the outset, to make it happen a lot of volunteers and corporate support would be needed. In August 1998, construction began with teams of volunteers dedicating one or two evenings, and/or Saturdays to fabricate parts to be assembled into the replica.

The materials, equipment and services have been donated by over thirty corporations. Bombardier Aerospace supplied initial tools and materials and much on-going support; Associated Tube Industries of Markham supplied over 10,000' of stainless steel tubing, which became the principal structural material. Alcan Aluminium of Canada responded with all the aluminum sheet materials needed for the skins of the replica. Later on, Messier-Dowty of Ajax offered to fabricate the landing gear.

The Federal government, through its Canadian Millennium Partnership Program, provided some grant funding which is now exhausted. We have had a number of generous folks 'mail in' contributions and we do have a 'donation box' ready for all TAM visitors. Money is always scarce and is always welcomed, and folks, we do give tax receipts.

Continued on Page 7

The Buffy's Corner Literary Supplement

BHS member Albert Seaman reviews "The Eternal Frontier: An Ecological History of North America and Its Peoples" by Tim Flannery

Our interest in community history usually extends beyond the immediately obvious. The things that we appreciate and seek to preserve generally have roots in a past that can be almost beyond our imagination at times. A recent book by Tim Flannery, director of the South Australian Museum in Adelaide, can provide a great deal of help in putting the recent past into perspective with our very distant origins. Although the author is from a part of the world far distant from his subject, he was a visiting professor at Harvard for a while, and also spent a great deal of time on this continent collecting material for the work.

The title, "The Eternal Frontier", relates to the more recent human colonization from the East Coast westward and up to modern times. Before dealing with that aspect of his subject, Mr. Flannery looks back briefly at what he refers to as "... the celestial chip shot ..." that caused the demise of the dinosaurs. From there he examines the changes to the shape of the continent and associated changes to the climate. Inevitably, the flora and fauna have varied with all of these changes. It is surprising to learn that this continent was once home to the ancestors of camels, lions, zebras, elephants, hippos and a host of other animals that we now consider to be natives of the African continent.

Human development appears to date from the Clovis Indians of about 12,000 years ago, when the last ice age receded. By comparison, the lifestyle of the Australian aboriginals has not changed greatly in the last 40,000 years! In examining more recent happenings in North America, the author, not surprisingly, expresses some rather jaundiced views of contemporary ecological preservation practices. He is naturally critical of the wasteful behaviour of our recent ancestors, from which we should learn to respect and preserve the more significant parts of our heritage.

The book is written in a light, easily readable style. The going gets a bit heavy at times where we must deal with an unfamiliar collection of names for plants and animals that have no colloquial equivalent. Despite that, it is a most illuminating and fascinating book. A copy is available at the Chinguacousy branch of the Brampton Public Library. For those who will not be intimidated by the realisation of our overall insignificance, it is well worth a read.

POST SCRIPTS FROM THE PAST

Paul Willoughby, BHS Member

August 3, 1911

Dear Kate, I wish you were with us. We are having a fine time. This is a dandy place. Are feeling fine. Jane

When I began collecting postcards I was mainly interested in the picture on the front, but have since learned postcards have so much more to offer. They may show buildings that have remained unchanged, or have been altered beyond recognition, or have disappeared altogether. For example, the Post Office, Brampton, Ont. of May 21/13 is instantly recognisable as the present day O'Malley's but the many acres of glasshouses of the Dale Estate pictured in 1908 are long gone. Places once considered rural have been surrounded by the city. A 1908 card showing The Pond at Mt. Pleasant Cemetery describes it as "near Toronto".
Sept. 11, 1926

Dear Friend, My sister-in-law and myself are over here seeing things. Have had a wonderful time, beats the Syracuse Fair, are leaving for home this afternoon. Love, Mrs. H.E. Reid - message on the back of a card of the Government Building, Canadian National Exhibition, Toronto.

Postcards were a fast and cheap way to keep in touch, whether on holiday or just across town. The cards cost only a few cents and for many years could be sent anywhere in Canada for a penny stamp. The cost to the USA was double! In the days of twice daily delivery a card mailed in the morning could be received that afternoon and the reply the next day.

Messages ranged from the typical "Having a wonderful time. Wish you were here." to descriptions of weather, train travel and personal health. During World War I, my great-uncle Albert Hollinshead sent a preprinted Field Service Post Card to his brother at home in King, Ont. On the back he crossed off or underlined the appropriate phrases regarding his condition. He was allowed to only sign and date the card. Any additions would result in the card being destroyed!

I hope you like this card. Why don't you write? Mary M.

Cards bought on holiday were often mailed long after the return home. A 1907 view of Burks Falls Wharf was mailed in Nobleton to Toronto. A 1908 moonlight view of Hanlan's Point Toronto was sent from Lewiston, NY with the message "Save this stamp". Some cards continue their travels many years later. Canadian scenes, of little value in the US, are brought back to sell in Canadian antique shops.

But how about this world traveller? A postcard of the Main Street in Burks Falls, Ont. was written on July 10, 1929 and the 2 cent stamp was cancelled the next day in North Bay. The card, addressed to Portadown, Northern Ireland, ended up in a stall at Harbourfront Antique Market, Toronto in 2002!

July 21, 1912

Have you eaten any green apples yet? Leslie

200 YEARS OF EATING AND DRINKING IN ONTARIO - PART 1

Dorothy Duncan, former Executive Director of the Ontario Historical Society

The land mass that is today known as Canada was, for thousands of years, a wilderness of forests, plains, mountains and waterways. For centuries this land was the home of hundreds of thousands of Native People, moving easily through this friendly environment. Many were hunters and gatherers, while others depended on agriculture to survive.

With the arrival of explorers, missionaries and fur traders we begin to find the first written records that describe the First Nations' farming procedures. Samuel de Champlain, travelling along the Ottawa River valley (present day Ontario) in the early 17th century described a tribe of Algonquins growing squash, beans and corn known as "the three sisters". As he travelled into the Huron Country, stretching from Lake Simcoe to Georgian Bay, he found true native farmers, dependent on growing crops rather than on hunting to survive. Corn was their most important crop, which they roasted and used in making bread, puddings and soup.

In the French settlements esteemed bread was known, sometimes made with whole wheat flour, cornmeal and a little maple syrup. Both crusty French bread and a water bread similar to Irish water bread were also popular. These breads were baked in outdoor stone or brick ovens, fired by wood. Many of these ovens (and their descendants) survive in Quebec and the Maritimes today and bread is still baked in them and sold to visitors.

At the end of the 18th century, when settlers began to flow into British North America from the United States, Great Britain and Europe, they brought, not only their furniture and clothing, but their memories and food traditions with them. For the most part they were accustomed to traditional farming methods and considered wheat the crop that they must all try to grow.

They were also using a very simple bread-making system. Bread would be mixed in the late afternoon or evening, using home-made yeast of potatoes or hops, whole wheat flour, salt and warm water. The mixture would be set to rise on a wooden dough box overnight and in the morning punched down, kneaded, shaped into loaves and set to rise again. Meanwhile the indoor oven beside the fireplace or the outdoor oven would be heated using hardwood and the risen loaves would be baked inside.

This tradition changed little in English communities until the Second World War, except that a century of

progress introduced white refined flour, yeast bought at the store, and a stove where the bread would be put to rise, and where it would be baked the next day.

Canada's confederation of the provinces in 1867 prompted new immigration policies, for the government assumed that large numbers of immigrants were vital to the economic development of the new nation.

In the next forty years over two million immigrants were lured to Canada with promises of 160 acres of free land to any settler wanting to homestead in the Canadian west. Cultural and sectarian groups were allowed to settle and guaranteed freedom of worship.

(Part 2 to follow next issue)

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The search will be directed to collecting archival materials, artefacts and ephemera from Brampton citizens and the public at large relating to the history and growth of Brampton. Individual items and collections will be sought, which in turn will be appraised by the professional staff at the Peel Heritage Complex.

The BHS will provide tax receipts to donors for the assessed value of their items which, in turn, will be donated to the Peel Heritage Centre to be designated as the Brampton Sesquicentennial Collection.

The City has earmarked \$5,000 to help promote this project so you will be sure to hear a lot more about it in the fall.

At this juncture I shall conclude as I must away to be flogged by Buffy for being late with this.

BHS Meetings - the third Thursday of the month, from January to May and September to November, 7:15 p.m. Heart Lake Presbyterian Church, 25 Ruth St., Brampton
Wheelchair-accessible; Free to members; others: \$5

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In an effort to preserve and promote our heritage, Brampton should consider the establishment of heritage sites in the downtown area, a concept we believe is long overdue. In Meadowvale Village and The Village of Churchville we have shining examples on our own doorstep providing convincing proof of the importance and desirability of maintaining and promoting our heritage. It can be a long and arduous process. However, let us hope we can learn from them and relentlessly push ahead with our own 'heritage areas' and give our early settlers and founders of Buffy's Corner the recognition and respect they deserve.

WHAT'S HAPPENING

Historic Bovaird House

"Doors Open Brampton" features Historic Bovaird House as one of the venues. September 21 & 22.

563 Bovaird Drive, Brampton

Info: 905-874-2804 and www.bovairdhouse.ca.

Email: bovairdhouse@hotmail.com

Halton - Peel Branch, Ontario Genealogical Society

Treasures of Ontario's Back Roads Speaker: Ron Brown, Sun. September 22, 2:00 p.m.
Chinguacousy Branch - Brampton Public Library
150 Central Park Drive, Brampton

Genealogical Research at the United Church of Canada Central Archives Speaker: Theresa Sorel, Sun. October 27, 2:00 p.m. Chinguacousy Branch - Brampton Public Library 150 Central Park Drive, Brampton

Topic: TBA Speaker: Brian Gilchrist; also the Halton-Peel General Meeting, Sun. November 24, 2:00 p.m. Chinguacousy Branch - Brampton Public Library 150 Central Park Drive, Brampton

Info: call **Dorothy Kew**, 905-631-9060

Friends of the Schoolhouse

Visit the Schoolhouse

On the 2nd Sunday of every month the Old Britannia Schoolhouse will be open from 1:00 - 4:00 p.m.

Info: 905-459-9158 and on the internet at www.britanniaschoolhouse.org

Esqueping Historical Society

Halton Region Museum Unveiled - The newly renovated Regional Museum will be explored on a guided tour of the facilities and the current displays. Join us for a tour and refreshments. Wed. Sept. 11, 2002, 7:30 p.m. Tickets \$7.50. Halton Region Museum, Kelso Conservation Area, Milton Heights.

St. George's, Georgetown - 150th Year - Join Rev. Rick Ruggle, author and historian as he recounts talks and lessons of St. George's Anglican Church, Guelph Street. Wed. Oct. 9th, 2002, 7:30 p.m., KNOX PRESBYTERIAN CHURCH, Georgetown.

Info: www.hhpl.on.ca/sigs/ehs/home.html

Milton Historical Society

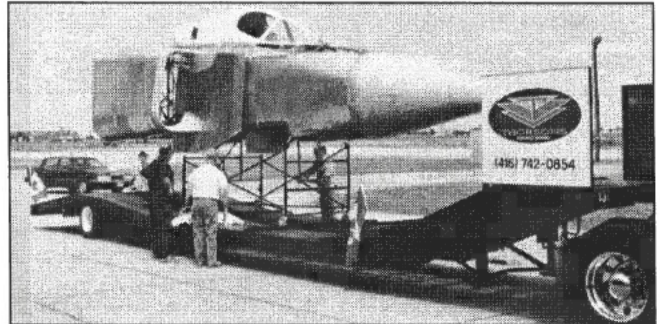
www.hhpl.on.ca/sigs/mhs/index.htm

Etobicoke Historical Society

www.etobicokehistorical.com

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Progress on the replica has been remarkable, when you consider no one gets paid or punches a time clock. The nose section of the replica is now completed, including fully replicated cockpits with clam-shell canopies. The other fuselage sections are virtually completed. Parts are underway for the wings and fin within the museum, and many smaller parts are being fabricated by individuals in home workshops in various locations in Ontario, PEI and Nova Scotia. I have had offers to do work for the project from coast to coast - the desire to participate in this project is amazing!



The nose section of the replica, shown here in transport. Image Courtesy of the Toronto Aerospace Museum.

Completion timing is always asked and it all depends on a continuing and increasing volunteer labour effort. I can honestly say that this project has been blessed with many dedicated volunteers. Without their efforts the replica Arrow just would not have been built. There have been over 140 individuals who have participated so far. Right now I'm expecting all structural components to be completed by the end of this year (2002). Then there will be final assembly, with a lot of detailing to be completed for a roll-out sometime in early 2003.

The roll-out event will be a big event for the TAM - maybe even like the one in 1957. 'Everyone' will be invited and announcements will be made so that everyone can plan to attend.

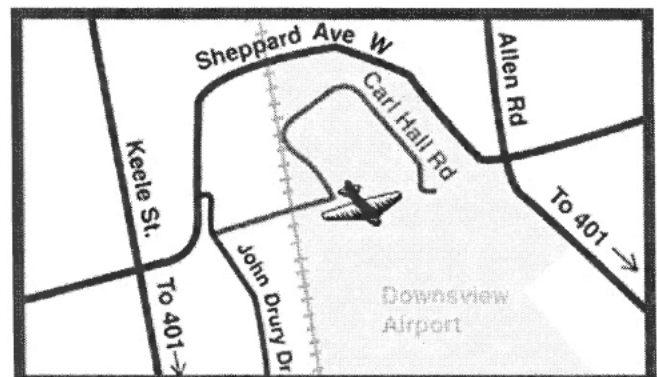


Image Courtesy of the Toronto Aerospace Museum.



Kee Notes From Fred

By Fred Kee

Westervelts Corners: "No. 10"

Now, south of Ten Sideroad (Bovaird Drive), east of Hurontario Street, which by survey description was Lot 10, E Chinguacousy, was the original land grant to Robert Smith, who in 1858, was a member of Chinguacousy Council.

After his ownership, the farm passed on to his son, William, who became a member of the Provincial Legislature.

It appears that Alex Arthurs purchased this farm before 1900 and it remained in the Arthurs family until 1936, when it was purchased by Walter Calvert, who was a successful florist in Brampton.

During the ownership by the Arthurs family this farm became one of the best dairy farms in the county. The farm was known as Hawthorne Dairy since at that time it supplied most of the milk for Brampton.

It had a well-kept hawthorn hedge along the highway as well as many ornamental trees located in front of the farm buildings and the house.

Oral history claims that a boardwalk on the east side of Highway 10 ran all the way from "No.10" to the town limits. This walk was quite popular with strollers and young couples especially on Sundays. It was also a popular carriage trip up the Highway

to No.10, east to the first line and south to Vodden or Queen Streets for Brampton residents.

The Arthurs' sons, Joseph, David and William inherited this farm. William had a large family that grew up at "No.10" and some had been school chums of mine. William (Whoopee), Margaret, Ronald, Maudie, Eleanor and Aileen (twins), Sam, Sylvia and Ruth comprised the family. They moved to Brampton in 1936.

Now, part of this farm had been sold to David White. He purchased two acres on the corner next to the sideroad about 1880, and built a timbered two-storey house, had a fine orchard and a good garden. White operated a butcher shop for many years.

During Calvert's ownership of the farm he also purchased this property as well. Here he built a sawmill and Harry McCauley ran this mill until it relocated to the Brownridge Farm just inside the town limits. Calvert also built four small houses on the sawmill land that were rented to employees.

Prior to Calvert buying the Arthurs farm as well as this parcel, Charlie Post had rented the large house and his family went to the local school when I did. Phillip, William, James and John were school chums. Albert and his two sisters had not started school when they moved to Brampton in 1935.

Pete Farmer lived in this house during the ownership of Calvert, however. He built a new house on the sideroad and Calvert moved this house north of Snelgrove when he built the sawmill.

The next history will continue the major changes to the east side of Hurontario Street in the last 150 years.

Application for membership in the **BRAMPTON HISTORICAL SOCIETY** (bramhis@rogers.com)

Name: _____

Address: _____

Telephone: _____

E mail: _____

Additional Household Members: _____

Signature: _____

☐ I enclose a Household Membership fee of \$20 for a full year

☐ I wish to enclose an additional donation to the Society of \$ _____

Please mail cheque or money order to:

Brampton Historical Society

c/o Peter Murphy, _____

American money accepted at par